

### **SUNSETTER'S GAZETTE**

Newsletter of the
Seventh Fighter Command Association
USAAF-World War II



**NEWSLETTER** 

Spring 2008

**VOLUME XXVI NUMBER 1** 

#### Trip to Japan

I am very pleased to announce that I have made significant progress towards my research on the feasibility of recovering a P-51 in Japan. In December of 2006 I had traveled to Hawaii to meet with Jiro Yoshida, Takashi Maeda and Dr. Hiroya Sugano to discuss the potential recovery of Gordon Scott's P-51. Takashi Maeda assured me that the Japanese veterans fully supported our efforts. Since that time and with the tremendous help of Jerry Yellin (78<sup>th</sup>) I have been able to arrange a meeting in Japan this June with members of the Japanese Diet and with a Japanese civilian who has firsthand information on where Gordon's plane ditched and his subsequent "rescue".



'Encounter Over Japan" depicted by artist Brian Bell

### Illustrated above is a painting that Brian Bell created and has donated to the project.

Jerry is a close friend with Kenichi Suzuki, who is associated with the Democratic party in the Diet. Jerry put me in touch with Kenichi. Kenichi in turn has given considerable attention to this project and has arranged side sessions in the Diet where our project was given approval to go forward. On June 1, 2008, Mr. Suzuki along with Mr. Fujita and a Mr. Oishi, met with the civilian, a Mr. Hanyu. Mr. Hanyu was able to recall the day that Gordon ditched his plane and his subsequent rescue. As I write this I am now arranging a personal visit with Mr. Hanyu so that I may ask him some specific questions about Gordon's ditching, rescue and capture by the Army. Part of my purpose in meeting with Mr. Hanyu and other officials is to investigate the possibility that the P-51 was salvaged at some point after the war.

I have also been invited my Dr. Sugano to come to Japan

in June to attend the 36th annual joint commemoration honoring victims of a B-29 air raid and the B-29 mid-air collision that occurred over Shizuoka City. Jerry has arranged for a memorial plaque to be placed at the site that will list the names of the two B-29 crews who lost their lives that day.

I am traveling on June 11/12th to Japan and will be attending the Shizuoka Ceremony on the 14th and then will continue on to Tokyo to meet with Mr. Hanyu on the 16th and 17th, returning to the US on the 18th of June.



L - R: Jiro Yoshida, Jerry Yellin, Takeshi Maeda, Mark Stevens and Gordon Scott meet in Hawaii to discuss the P-51 Recovery Project.

This whole project has been quite an experience for my wife and I. Without my wife's support and assistance I could have never gotten to this point.

While there is a possibility that Gordon's P-51 may no longer be in the lake, the project has allowed me to make many contacts in Japan and has shown me that the Japanese people genuinely want to help us in preserving our history. I have seen a whole new opportunity in gathering first hand information concerning the 7th's activities over Japan. Memories such as Mr. Hanyu's and those of the Japanese veterans need to be recorded and added to our own memories in order to get a complete picture of what occurred. I personally don't know of any attempts to gather this kind of data, and from what I have gathered from my discussions with the Japanese I have corresponded with, the Japanese have never made an attempt to document their wartime memories as well. One of the other area's of research I would like to conduct in Japan is that of the Japanese Air Force and Navy losses and victories and try to pair them up with our own records. I know that there are still several mysteries surrounding what happened to some of our fallen comrades and I would like to pursue those. Through a document subscription service, I now have access to most all Missing Air Crew Reports (MACR's) and have now gotten copies of nearly all of the ones pertaining to the 7th FC. In this issue I will include a sample of some of those accounts.

As soon as I return I will start making plans for a return trip later this Summer or next Spring. Depending on what I find out about the situation on Gordon's P-51 I may be scheduling a trip to search the lake, which I envision will take at least two weeks to conduct. On that trip I would be accompanied by two members from <a href="Inner Space Exploration">Inner Space Exploration</a>. They are donating all of their time and equipment and we will need to provide their airfare, shipment of their equipment, accommodations, meals and local transportation while we are on the trip.

Additional research in Japan may ne needed to determine if the plane may have already been salvaged. I have stumbled upon some Japanese held records of interviews of civilians who witnessed aircraft crashes and want to further investigate those and try to obtain copies to do additional research on other crashes of the 20th AF.

As we get ready for the flight to Tokyo, I can't help but see some irony in the amount of time it will take to get to Japan from Seattle, 9 hours, or about what a round trip flight from Iwo Jima to Tokyo. While I am not looking forward to such a long trip, I'll bet VLR pilots wish they could have been in a 747 instead of a cramped P-47 or P-51 cockpit.

I sincerely appreciate the encouragement and financial assistance I have received so far and would be grateful for any additional funding to help cover the cost of my current trip and any future trips to Japan. Without your support I wouldn't be on this journey. I was able to offset some of my expenses of the current trip with the generous contributions I received in 2006. As some of you may know, travel to and in Japan is not inexpensive. With airfare, hotels, food and transportation, costs add up quickly. In order to proceed I will need to raise additional funds. I would like to raise enough to cover one trip to search for the Mustang for three people, or should that not become necessary, the funds would be used for additional trips for research and interviews.

In the case of the Mustang, if we are successful and find the aircraft, I will then engage in a National campaign to raise any additional funding needed to recover the P-51 under a non-profit organization created just for this purpose.

If you are able, I would appreciate your financial help in this endeavor.

Just as a reminder, if the P-51 is found and recovered, it will be donated to a Museum (TBD) in the US willing to restore it to its original 78th markings.

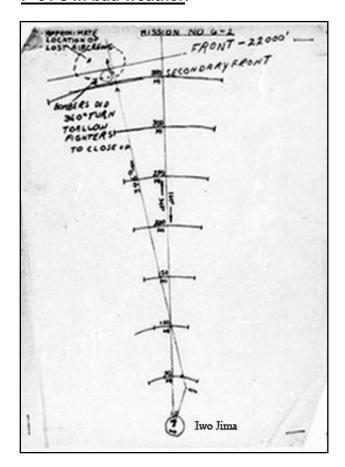
See the end of this newsletter for information on making a contribution.

#### **MEMORIES**

#### - Missing Air Crew Report's (MACR's) -

The following are excerpts from MACR's I have recently had the opportunity to purchase copies of. As I have read though the MACR's I was moved by many of the accounts that were recoded in them and wanted to share them with you. Many of these accounts have encouraged me to do further research to try and determine what happened to these brave young men. In many cases I have not been able to find a memorial to the missing men at any of the National Cemeteries and I intend on rectifying that error in the future after with the VA.

## MACR's from June 1st, 1945 when we lost 26 P-51's in bad weather.



**MACR 14633** – June 1, 1945 – Lt. Robert B. Harvey – 458th FS, 506th FG. MIA

Report by Evan Stuart – "On 1 June 1945, I EVAN S. STUART, 1st Lt., AC, 07996674, flying the thrid (3) position of the Red Flight in aircraft no. 44-72610 of the 458th Ftr. Sq. 506th Ftr Gp., led by HARVEY J. SCANDRETT, Lt. Col., took off from the 3rd Air Strip APO #86 at approximately 07:20K for a scheduled Bomber Escort Mission to Osaki. The 506th Ftr Gp was assembled at Kita Rock and we there made rendezvous with the B-29's and two other Ftr Gp's. While on course we maintained an altitude of about 10,000 feet. About 09:55K the formation made a 360 degree turn to the left, after leveling off we started to close in on the B-29's. Then, we entered the clouds, the further we penetrated the denser the clouds

became. There was turbulence and heavy rain in the front which hindered our flying. Then, appantly Col. SCANDRETT pulled up abruptly and I attempted to follow, I got in his prop wash and started to skid to the right. So I retarded the throtal slightly to keep from running into Lt. ROBERT B HARVEY. My sandwiches fell off the instrument panel and I knew I was inverted, the stick was sloppy, so I pulled it to me and licked off into a spin. I recovered at 3,000 feet, then, turned back to base never seeing or hearing the flight again."

**MACR 14565** – June 1, 1945 - 1st Lt. Archie Ridley - 462nd FS, 506th FG. MIA



Report by Robert Kincaid – "I was on Lt. Ridley's wing as the 2nd element in Lt. Loomis' flight when the groups entered the clouds about 11,000'at 1000K. About 2 or 3 minutes later in the clouds the flight started a climbing turn to the left, which kept getting tighter and tighter. I

lost sight of all but Lt. Ridley in the cloud as it was raining very hard. The last I saw of Lt. Ridley was when he made a very tight break to the left, as if to avoid striking Lt. Loomis. I broke and went down in a tight spiral to the left and I recovered on instruments at 1,000' and climbed back up to about 7,500 feet, when I broke out in a clearing. I joined a B-29 which had about 7 fighters around it. I never saw Lt. Ridley again nor did I hear and call on "MIKE" or "NAN" channel from him"

**MACR 14628** – June 1, 1945 – Major Charles Chapin – 21st FG Headquarters. MIA

Report by Garland Cottle – "I was flying as Red 3 and entered the weather with Major Chapin. I saw Red 2 pull away from the flight in a verticle bank to the right and I stayed with Major Chapin, flying his right wing. We hit a violent down draft that dropped us down to 1,500 feet. While in a 15 degree bank to the left, I saw Major Chapin do a half roll to the right, but I



did not follow. I then got on my own instruments and returned to base."

# MACR's from pilots who ended up as Prisoners of War.

**MACR 14704** – July 4, 1945 – Lt. Gordon Scott – 78th FS, 15th FG. POW

Report by Lt. Tom McCullough — "I was flying Lt. Scott's wing over target. As we passed the middle of field I saw Lt. Scott pull up sharply: either gas or coolant wqas coming from plane. As we passed over Kasumigaura Lake, Lt. Scott called Captain Fitzsimmons stating he was hit and would have to leave the plane. Captain Fitzsimmons' radio was inoperative. I called Lt. Scott and asked him where he was. He said he was over bay, evidently Kasumigaura

Lake. I called Captain Fitzsimmons again and he didn't answer.



We made a 180 degree turn back over the lake, but I didn't see Lt. Scott's plane or chute. Captain Fitzsimmons kept turning and proceeded South and I followed"

**MACR 14723** – July 6, 1945 – 1st Lt. Clarence Bell – 72nd FS, 21st FG. POW

Report by Lt. James Bradbury – "About thrity miles inland I saw Lt Bell's aircraft losing oil and we headed for the coast. As soon as we got over the bay he climbed to 1500 feet and jettisoned his canopy. Shortly afterwards his engine quit and he rolled the plane over and bailed out. Lt. Eisele and I circled him for forty-five minutes while Cap Walmer worked the Air-Sea Rescue Service. I would buzz the rubber dingy and wave. Lt. Bell was bailing water and waving back and lloed alright. As soon as the rescue plane dropped it's boat, about fifty feet from Lt. Bell, we left"

**MACR 14741** – July 8, 1945 – 1st Lt. Virgil Newby – 462nd FS. 506th FG. POW

Report by Leonard Dietz – "We pulled up from target, Irumigawa airfield, and started our climb above the foothills of Fuji San, heading approximately 210 degrees.

When we were about 10 to 15 miles from Irumigawa, Hoptoad red four called: "Hoptoad red four bailing out". We were three of four thousand feet above the ground, and over very mountianous terrian. I looked back and saw a P-51 streaming coolant. I saw the aircraft crash and burn on the side of a mountain. A few seconds later I looked back again and observed a parachute decending. We did not circle, but continued on our course. I believe Lt. Newby landed in a valley, and about five miles from a small town."

**MACR 14801** – July 28, 1945 – 2nd Lt. Theodore Fox – 531st FS, 21st FG. POW/KIA

Report by Earl Crutchfield – "Lt. Fox and I were making a straffing run from North to South after leaving our primary target. After we had flown about 20 miles, Lt. Fox was hit in the engine by apparantly small arms or automatic weapon fire. HE pulled up to about 1,000 feet trailing smoke. He called me and said he had been hit and would probably have to leave the ship. He flew approximately two miles further and bailed out at 300 feet. His chute opened and about three seconds later he hit the ground. It is assumed he made a successful decent. The spot he bailed out was 3 to 5 miles N.W. of Tachikawa. His pplane was burning and exploded when it hit the ground. Lt. Fox hit close to the place the plane hit. It is not known if he was affected by the explosion."

Editor's note: Lt. Fox died while a POW.

**MACR 14838** – August 6, 1945 – Captain Vincent Gaudiani – 21st FG Headquarters. POW



Report by John Combs – "When I finished my pass on Kashiwa Airfield, I saw a P-51 aircraft streaming coolant. This plane seemed to be losing power. I flew close to this airplane and identified it as "308" of the 531st Fighter Squadron. The pilot bellied the plane into a cultivated field. There was no fire. I believe the pilot

escaped without injury. I did not see the pilot leave the plane"

**MACR 14743** – July 8, 1945 – 2nd Lt. Billy Holt – 333rd FS, 318th FG. POW

Report by John Hussey – "On 8 July 1945, while attacking small shipping in Shishiki Wan, Hirado Shima, Kyushu, I observed Lt. Holt skip-bomb a 150 foot boat from about 50 feet altitude with a 500 pound GP bomb having a tenth of a second fuse delay.

The explosion set fire to Lt. Holt's plane and he pulled up to approximately 1500 feet and bailed out. The Privateer (who was leading this mission) dropped the downed pilot a life raft which was seen inflated in the water about therrquarters of a mile off shore. It was never positively established that Lt. Holt was in the raft."

### MACR's from pilots who were lost to ground fire.

**MACR 14815** – July 22, 1945 – 1st Lt. George Jacobs – 413th FS, 414th FG. MIA

Report by John Muxworthy – "I, the undersigned, was flying wing of the leader of Yellow Flight led by 1st Lt. James I. Goss. Yellow Flight was briefed to attack the North Air Strip of Moen Island on an axis amost parrallel to the axis of the flight, of which ast Lt. George R. Jaobos was a member. As we pulled off the target I observed an aircraft ahead, and to the right of me, do a half snap roll and dive directly into the water. I would estimate the speed of Lt. Jacob's aircraft at the time of the roll to be approximately 400 mph and at an altitude of 100 feet above the water. His pplane was burning before it hit the water and sunk immediately. I saw no trace of the pilot."

**MACR 14392** – May 6, 1945 – 1st Lt. Gordon Beecroft – 333rd FS, 318th FG. MIA

Report by John DK Brunner – "I certify that on 6 May 1945, during a straffing mission at Truk Atoll I heard Second Lieutenant Duane D Jones call his element leader, First Lieutenant Gordon B. Beecroft on the radio and say, "You're on fire, Beecroft". There was not an answer then but later Lt Jones repeated the message and Lieut. Beecroft answered, "Roger, I know it". These were his last words. Following this and during the following action, several men told Lieutenant Beecroft to bail out. So far I had seen nothing of this, only hearing the radio conversation. As I came off a run on a small tug and barge I saw Lt Beecroft come off a run on Doublin Island and a large sea tug he had been strafing. His right wing root was

aflame and there was a mass of automatic AA fire around him. The plane seemed to climb to about 2000 feet, hang there with the canopy coming off and then zoom down just skimming the water. He climbed up again as before. There was one more zoom downward, just missing the water again and then he climbed to about 500 feet. The pilot fell free of the plane and his chute trailed but did not crack. I then lost sight of Lt Beecroft but saw the plane crash in the water, without exploding. I searched the spot, but could observe nothing. The spot was about five miles northwest of Moen Island in the lagoon"

**MACR 14816** - August 3, 1945 - 2nd Lt. Paul Ewalt - 458th FS, 506th FG. MIA

Report by Max Ruble – "I, Max E. Ruble, 1st Lt, AC, 0-688283, was flying number three position, red flight o fthe 458th Fighter Squadron on a fighter sweep in the Tokyo area 3 August 1945.

We were flying parallel to the coast when Lt. Paul I Ewalt, who was flying my wing, was hit by flack. Captain Marcott, the flight leader, called him and told him to head for the coast line and to the Rally Point. He turned left and crossed the coast line. The plane

was streaming white smoke. The pilot pulled up to about 2000 feet and bailed out. The plane crashed into the sea. When I last saw the pilot he had drifted back over land and was about 300 feet directly over the town of loso. Before the bail-out there was no radio contact with the pilot"

**MACR 14787** – July 20, 1945 – 1st Lt. Anthony Falgiatore – 531st FS, 21st FG. MIA

Report by Henry Koke – "We went in on target, fired our rockets, pulled out to the rally point and headed back over sea. I saw a plane flying at 500 to 1,000 feet headed South. I coulnd't identify it and started toward it. When I was close enough to identify it as a P-51, I saw it roll over and dive into the ocean. I circled for ten minutes looking for a parachute or some identifying object but saw nothing."

Editors Note: I have been in touch with Anthony Falgiatore, the nephew of the above Anthony Falgiatore, over the past several years and there is some conjecture that his uncle's body may have been recovered and buried ashore. I will be investigating this further when I travel to Japan to see if I can ontain any further information.

**MACR 14733** – July 8, 1945 – 1st Lt Thomas Harrigan – 458th FS, 506th FG. MIA

Report by Edward Kuhn – "I was flying Mica Blue number 4 position and saw Lt. Thomas F. Harrigan, who was flying Mica Yellow number 2 pposition, get hit with flack at about 50 feet as we were strafing revetments at our secondary target. While on our prescribed course to the Rally Point I observed Lt. Harrigans plane start to smoke and finally catch fire in the engine. He released the canopy, climbed out on the wing and cleared the plane at approximately 5,000 feet over an unihabited valley. This was the thrird such uninhabited valley north of Mt. Fujiyama. His position

was approximately 35 degree 35 feet North 139 degree 05 feet East and the time was approximately 1440K. My plane was also hit by flack and damaged so badly that I could not circle position to see if Lt. Harrigan landed safely."

## MACR's from men who were shot down in airto-air engagements.

**MACR 14983** – June 23, 1945 – 2nd Lt. John V. Scanlan – 47th FS, 15th FG. MIA

Report by Robert Scamara – "Saw two Georges directly behind Scanlan, leading one fireing at point blank range. Scanlan pulled up slightly and I obsereved hits in his gun positions strating fires and explosions. His guns fired and he then jumped - - his parachute opening successfully. Observed his plane crash, but couldn't wait to see Scanlan land. Geographical position was somewhere inland from Chosi Point"

**MACR 14765** – July 16, 1945 – Captain John Benbow – 457th FS, 506th FG. MIA

Report by Joseph Winn – "At about 1410, 10 miles northwest of Nagoya Bay at 15,000 feet, I strated an attack on a E/A with my flight. The flight was in good tactical formation at



the time with Captain John W. L. Benbow in number 3 position, in a P-51D-20NA Aircraft, Aaf Serial No 44-63983. As I was half way through my pass on the E/A, I heard Cpatian Benbow say, "That's enough Bill – you've got him". At the time I was partially on my back diving striaght down. I then pulled up to assemble the flight, but Captain Benbow did not rejoin. Later an aircraft joined my flight and identified himself as "Dusty Green Three". I assumed this to be Captain Benbow, but as the plane drew closer, I saw it had a different number."

Editor's note: It was later learned after the war that Capt. John Benbow had been shot down by Maj Yohei Hinoki in a Ki-100.

**MACR 14742** – July 8, 1945 – 1st Lt. Albert Sherren – 45th FS, 21st FG. MIA

Report by Fredrick Condon – "I spotted a Jack out of the clouds above and behind, and called it in to Lt. Sherren who continues in straight and level flight. I called again as I tracers from the E/A passing by his aircraft. I then callaed a third time telling Lt. Sherren that I was breaking to the right. Then I made a 30 degree turn straightened out and saw Lt. Sherren's aircraft on fire and in a shallow dive 500 feet above the water"

Report by Jerome Yellin – "I was Javeling Green Leader, and I heard Truant Green Leader say, "I'm hit in the face. I've got to bail out. I'm heading for the sea."

#### MACR for other reasons.

**MACR 14782** – July 19, 1945 – Lt. Col. Julian Thomas – 15th FG Headquarters. MIA

Report by William Sparks – "I was flying wing on Col. Thomas who was leading the Group with a four plane flight. We had let down from 12,000 feet to 9,000 feet and had picked up an airspeed of about 350 mph when Col. Thomas executed a Split "s", vertically sttraffing and enemy aircraft on the ground. As we started our pull-out I saw the wings and tail of Col. Thomas' plane come off and lost him under my wing as I pulled out. The element, having trouble with compressibility, pulled out of the pass without firing when they reached an aggressive airspeed"

**MACR 14841** – August 8, 1945 – Capt. William Merritt – 72nd FS, 21st FG. MIA

Report by John Wray – "At approximately 1045, 8 August 1945, Capt Merritt and myself were shooting up shipping and fishing craft south of Wakayama in Osaka-Wan. Capt Merritt, on the right of me, called a 90 degree turn left and I pulled up off the water to let him go under me. Just as I started to pull up I saw Capt Merritt hit the water. Immediately he pulled up in a steep climb. I followed him up, observing four badly bent propeller blades, bent and ripped air scoop, and water or coolant streaming from his engine. At about 1000 feet altitude he jettisoned his canopy and continued to climb. At approximately 1150 feet altitude the plane stalled striaght ahead and went into a steep dive. Capt Merritt seemed to recover from the stall at about 300 feet and went into a secondary stall. The plane was obsereved hitting the watre at about a 40 degree angle.

At no time was Capt Merritt obsereved attemting to get out of the plane. I circled the wreckage for about 20 minutes and made five or six passes at the wreckage. No sign of life was observed, but a strung-out parachute was seen in the center of the splash.

The weather at the time was CAVU and in my opinion the cause of the crash was misjudgement of distance above the water. There is no chance he was hit by flack, for he was calling shots for about 5 miles we had been over the water. Why Capt Merritt did not bail out is unknown, but it is my opinion he was either struck and dazed by the canopy or he tried and was hung up in the cockpit"

**MACR 14821** – August 5, 1945 – F/O Almer Lister – 46th FS, 21st FG. MIA

Report by Louis Gelbrich – "While returning from a strike against the Japanese Empire on 5 August 1945, Flight Oficer Alemer D. Lister was forced to bail out of his airplane (Editor: no reason was given). At 1620, I watched him parachute down, approximately 300 miles north of Iwo Jima. I did not see him hit the water, but located him in the water, still in his chute. In the fourth pass I was unable to locate him. I continued to circle over the area he was in, but could not locate him. I was sent home and Pearl flight, having plenty of gas, continued the search."

#### REUNIONS

#### 65th Anniversary of Pearl Harbor



Japanese Veterans meet with members of the 7th FC at the new Pacific Aviation Museum on Ford Island

**M**embers of the 7th Fighter Command met with former Japanese WWII pilots during the 65th anniversary of the attack on Pearl Harbor. Members of the 7th in attendance were; William Muehleib, Gordon Scott, Lee Sher, Jim Tapp, Kermit Tyler, Jim Van Nada, Ivan and Barbara Veirs, and Jerry Yellin. Japanese veterans attending were; Zenji Abe, Hatsukade Akinobu, Yoshida Fukujuro, Sakurai Fusaichi, Iwakura Isamu, Takeshi Maeda, Fujino Masayuki, Anayama Tadashi, Kitazaki Tomohiro, Imaizumi Toshimitsu, Jiro Yoshida, Iwadate Yoshio and Dr. Hiroya Sugano (Director of the Japanese Zero Admirers Club).

The Arizona Memorial Association put on an excellent Pearl Harbor symposium at the Hilton Hawaiian Village. The 65th Anniversary of the attack on Pearl Harbor is the last time that an organized meeting of Pearl Harbor Survivors will occur and as such as many as three thousand Pearl Harbor Survivors were expected in Honolulu to attend the symposium and the ceremony at the Arizona Memorial. The 7th FC met at Hickam Field on the morning of the 7th of December to honor those who defended and died that fateful day in history. The Japanese presence was a continuing effort to make friends with their American counterparts.

#### **Upcoming Reunions**

### 78th Fighter Squadron / 7th Fighter Command 2008 Reunion

**T**he 78th Fighter Squadron will be holding a reunion September 18th through the 22nd, 2008 in Midland, Texas. In addition, the 78th has invited all 7th Fighter Command veterans to join in the reunion.

Accommodations are at the MCM Grande Hotel Fun Dome, 1-866-362-2311 (\$99.99 & up) Ask for 78th Fighter Squadron Rates

Events include: The FINA-CAF AIRSHO, at the

Commemorative Air Force International Headquarters. Join us for good food, and time to Renew Friendships

If you are interested in attending, **please** RSVP Mark Stevens at the address located at the end of this newsletter, if enough folks indicate their interest in coming, a separate 7th FC Hospitality room will be reserved.

Please contact Burt Ballentine at 1-800-319-6325 for more information. Further mailings will be made to those who RSVP.

#### 318th Fighter Group 2008 Reunion

The 318th Fighter Group will be holding the 30th consecutive Reunion at Dayton, Ohio. October 2nd-4th 2008. This is to be the last Reunion for the 318th Fighter Group and they plan to honor their Veterans who lost their lives in WWII and those who have passed away since the War.

Any member of this Great 318th F.G. who has not received a written notice Please contact:

James G. Weir 321 Kittanning pike. Pittsburgh, PA. 15215-1117 Phone 412-963-8131.

Please contact the editor if you have any reunions you would like posted here.

#### **NEWS**

#### 7th Web Page

For those of you who have access to the Internet, our webpage is still at www.7thfighter.com The current roster is also online and is password protected. Please contact me at mark@7thfighter.com if you would like access.

#### COMMUNICATION

**B**e sure to let us know if you move or your loved one has passed away. We get many newsletters returned due to bad addresses.

#### **TAPS**



It has been over a year since I published the last newsletter and in that time I have been able to use new technologies to identify those comrades who have passed on. As a result the list of names would be to large to publish here so I have created a site on our website which may be accessed by visiting the 7th Fighter Command Web Site at www.7thfighter.com

If you know of any members who have passed on recently, please be so kind as to inform the Gazette.

**MACR Summary** - As you have read in the previous MACR reports, there were many pilots who never came back, and little is known of their fates other than what was written up in the MACR's.

I am encouraged, based on the success that I have had in finding additional post war documents and even eyewitness testimonials to Gordon Scott's ditching, that with the cooperation of our new friends in Japan and with new sources of information that we have found in Japan, that I may be able to investigate some of MACR incidents in deeper depth and discover what the fate was of some of our pilots, possibly even finding the remains of some pilots and returning them to the United States.

#### **REQUESTS FROM YOUR HISTORIAN**

**Call for Brief Magazines** – I am still missing the following Brief Magazines and would be grateful if anyone out there has a copy I could get to complete the collection. Once complete I may try and publish a book with all 95 of the magazines and make it available to the membership in either digital (free) or a physical book (at my cost). The issues needed are:

March 7 1944, April 4 1944, April 18 1944, June 6 1944, August 8 1944, November 14 1944, June 26 1945 and July 10 1945

I have the following issues, but they are in poor condition and could use better copies:

October 17 1944, January 9 1945, February 20 1945, March 20 1945, March 27 1945 and May 8 1945

**Photos** – If you have any photos that I could borrow and copy from your time in the military during WWII I would greatly appreciate it. **COLOR** photos are especially appreciated as so few were taken during the war.

Please send to Mark Stevens at the address at the end of this newsletter.

#### \_\_ Yes, I would like to help on the search for Gordon Scott's P-51



I am now taking orders for full color, limited numbered and signed lithographs, of Brian Bell's painting for \$75.00 with all proceeds going towards the P-51 recovery project and 7th Fighter Command research in Japan.

The prints will be 16 x 18 or larger and will be siged by Gordon Scott and Brian Bell and should be avialable for shipping early this summer.

Please accept my contribution of \$		
In addition, please also send me prints @ \$75 of "Encounter Over Japan" for \$		
Attached please find my check for \$		

Please mail the above to:

Mark Stevens P-51 Recovery Project 14629 SE 198th St Renton, WA 98058

SUNSETTER'S GAZETTE **Mark Stevens – Editor** 14629 SE 198th St. Renton, WA 98058-9405

mark@7thfighter.com Address Correction Requested

Web Page http://www.7thfighter.com

### Newsletter of the Seventh Fighter Command - World War II

#### **EXECUTIVE COMMITTEE**

**President**: Frank Rodgers

V.P. 15<sup>th</sup> Fighter Group: Jim Tapp
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V.P. 318<sup>th</sup> Fighter Group: Frank Rodgers (acting)

V.P. 414<sup>th</sup> Fighter Group: Pending
V.P. 506<sup>th</sup> Fighter Group: John Benbow V.P. Night Fighters Group: Bill Sill Secretary/Historian: Mark Stevens

Treasurer: Jim Van Nada Adjutant General: Harve Phipps

Please remit your contributions to " <b>7th Fighter Command Association</b> " to support this newsletter and website. Contributions are on a <u>voluntary</u> basis and not a requirement for membership.		
Name	Squadron	
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